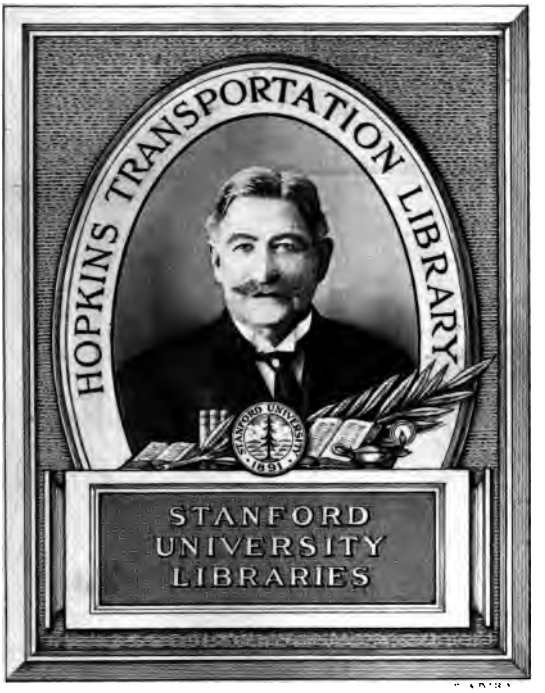
RULE FOUR

(Of the Standard Train Rules)

Change of Time Table

A Practical Explanation of Rule Four
With Illustrated Charts and
Complete List of
Questions and Answers Thereon

MILLARD PUBLISHING



RULE FOUR

(of the Standard Train Rules)

CHANGE OF TIME TABLE

A Thorough Explanation Thereof, Together with Plates and Charts Illustrating Practical Conditions with Applied Questions and Answers; Also a Complete Explanation of How a New Time Table Is Made and Put Into Effect

BY

WILLIAM NICHOLS

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Contents

QUESTIONS AND ANSWERS.

INTRODUCTION

For thirty years men have differed regarding the correct mode of procedure under a change of time table when they are required to lay aside that with which they are familiar and take up the new.

The American Railway Association has been guided by nearly half a century of painstaking experimentation in transportation problems, in the formulation of what is known as Rule Four, every word and sentence of which is freighted with vital meaning; yet the familiar controversies are still a source of annoyance and danger. It is of vital importance from the standpoint of the employe, the railroads and the public, that these misunderstandings give place to thorough harmony of viewpoint, impossible of disturbance, so that not a single divergence of opinion need occur.

In order that this essential result may be brought about, the Author dedicates this book to the service; not to change the rule, as he believes it fulfills its purpose, but by drawing on his experience of twenty years in different branches of transportation activities, where he has made exhaustive study of the Standard Rules as revised, discussed and adopted by the American Railway Association, and by working out the many practical conditions that have existed during changes in time tables, also experience in examining approximately twenty thousand railway employes on Stand-

The Author has sought to devise and submit in the simple terms and limits of a handy pocket edition a plain, comprehensive key to a correct interpretation not only of Rule Four, but of certain other parts of the Standard Rules necessary to be considered herewith, on which a great many appear to differ.

During examinations covering a period of ten years, the Author does not believe a condition has ever existed under a change of time table that has not been presented for ruling, so that in facing any possible contingence under change of time table the employe possessing a copy of this work can proceed with confidence that he is acting on the hypothesis of absolute safety.

Being deeply impressed with the danger to the service contained in a continuance of the misinterpretations referred to, the Author wishes to assure the student just entering the service that it is of most vital moment to himself and to the service that his initial conceptions are correctly formed. And to the older employe, regardless of his length of service, he owes it to himself, to the service and to the public, to equip himself with standard authority and means of simple illustration which will enable him to teach those who may be subject to his direction and authority, and for whose acts the company holds him responsible.

In order to thoroughly understand how to proceed during a change in time table, it is of great value to know how a time table is constructed by use of time table charts. The Author has endeavored to explain thoroughly the making of a new time table by the use of charts, showing the time table prior to the change, after the changes have been made, before going to

press, and the time table as it comes from the press. He has also endeavored to give a full explanation of Rule Four, followed by questions and answers on every practical condition that may exist, using charts which illustrate established principles and conditions that arise in practice, removing from the time table all matter not necessary for consideration in the study of concrete principles.

Should a condition arise wherein there is doubt as to the proper procedure under Rule Four, it is only necessary to refer to a like condition herein, read the question carefully and the answer as applied thereto.

Examiners on rules will find this book of value, not only in their own work, but in bringing about a uniform understanding of Rule Four, the most important and least understood of all the rules and regulations of the Transportation Department.

Rules and definitions quoted are from the revised edition of the Standard Rules of the American Railway Association.

WILLIAM NICHOLS.

Los Angeles, California.

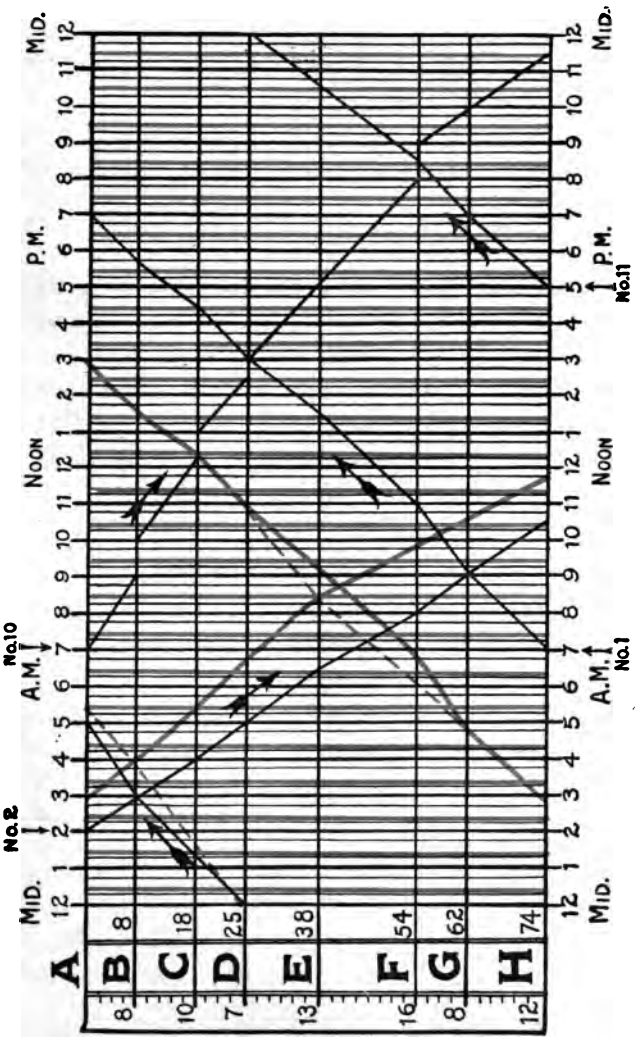
RULE 4

(of the American Railway Association)

Each time table, from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any division (or subdivision) at the leaving time at their initial stations on such division (or subdivision). But when a schedule of the preceding time table corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

Schedules on each division (or subdivision) date from their initial stations on such division (or subdivision).

Not more than one schedule of the same number and day shall be in effect on any division (or subdivision).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H
8
18
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38
54
62
74
8
10
7
13
16
8
12

PLATE A

EXPLANATION OF A TIME TABLE CHART USED IN CHANGING A TIME TABLE

(See Plate A)

On each division, or subdivision, of a railroad, there is what is known as a time table chart, or chart used in changing the time of time table schedules. This chart is generally mounted on a well cleated or veneered pine board and swung between two heavy, well bracketed posts with adjusting screws at each end so the chart board may be given any slant.

The chart is very carefully ruled in the manner shown in Plate A. On the left margin are printed the names of stations of the division, or subdivision, and the horizontal line under each station is known as the station line.

The vertical lines beginning at 12:00 midnight, and spaced equal distance apart to the line ending at midnight, on the right, represent each hour of the day, as indicated at the top and bottom of the lines. The red lines between the heavy vertical lines are half-hour lines, while the light lines are fifteen-minute lines. Full size charts are generally ruled with five-minute lines.

In order to get the desired results, the station lines must be ruled proportionately to the distance between stations. The small figures to the left of stations represented by A, B, C, etc., indicate the distances between stations, while those to the right are distances that the respective stations are from one end of the division, or subdivision.

In *stringing* schedules on the chart, it is necessa:

to consider speed and grades. Strings must be placed at more of an angle toward the horizontal for slower speed and ascending grades, and toward the vertical for higher speed. It should be remembered when considering relationship of speed to grades that 50 miles per hour descending a one per cent. grade is safer than 25 miles per hour descending a three per cent. grade, since it involves the question of control of train momentum.

On each time table chart should appear a string representing each schedule of the current time table. The strings are regulated on the chart by the use of ordinary pins, and all strings running at an angle to the right, commencing at the top of the chart or on Station A line, as shown by the arrows in plate A, represent schedules from A to H. Therefore, all strings running at an angle from Station H line, at the bottom, represent schedules in the opposite direction, H to A, as indicated by the arrows. The point where two opposing strings cross indicates the meeting point of the two opposing schedules as they appear on the current time table in full-faced type.

When two strings of the same general direction cross on a station line, it indicates that the faster schedule of the two passes the slower, and the passing point is indicated by full-faced type on the current time table. When a line or string follows the station line horizontally, it indicates dead time at the station.

TIME TABLE No 1
EFFECTIVE 12:01 A.M. JAN. 1, 19__

A.	B.		C.		R.	R.
EASTWARD		DISTANCE FROM A	TIME TABLE No. 1 JAN. 1 19__ STATIONS	DISTANCE FROM H	WESTWARD	
2ND CLASS	1ST CLASS				1ST CLASS	2ND CLASS
10	2				1	11
DAILY	DAILY				DAILY	DAILY
L 7:00 AM	L 2:00 AM		A	74	A 7:00 PM	A 5:00 AM
9:00 10:00 AM	3:00	8	B	66	5:45	3:00
12:15 PM 1:00	4:00	18	C	56	4:30	1:15
2:30 3:00	5:00	25	D	48	3:00	12:01 AM
5:00	6:30	38	E	36	1:30 PM	10:30 PM
8:00 9:00	8:00	54	F	20	11:00 AM	8:30
10:00	9:00	62	G	12	9:00	7:00
A 11:30 PM	A 10:30 AM	74	H		L 7:00 AM	L 5:00 PM
DAILY	DAILY				DAILY	DAILY

PLATE B

TIME TABLE Nº ~~1~~ 2 April 8

EFFECTIVE ~~12:01~~ 300 A.M. ~~JAN. 1,~~ 19__

A.	B.		C.		R.	R.
EASTWARD		DISTANCE FROM A	TIME TABLE No. ~~1~~ 2 ~~JAN. 1~~ April 19__ STATIONS	DISTANCE FROM H	WESTWARD	
2ND CLASS	1ST CLASS				1ST CLASS	2ND CLASS
10	2				April 1	11
DAILY	DAILY				DAILY	DAILY
L 7:00AM	L ~~2:00~~ 300 AM		A	74	A ~~7:00~~ 300 PM	A ~~5:00~~ 530 AM
9:00 10:00AM	~~3:00~~ 400	8	B	66	~~5:45~~ 145	~~3:00~~ 400
12:15 PM 1:00	~~4:00~~ 530	18	C	56	~~4:30~~ 1230 pm	~~1:15~~ 130
2:30 ~~3:00~~	~~5:00~~ 645	25	D	48	~~3:00~~ 1100 am	12:01AM
5:00	~~6:30~~ 830	38	E	36	~~1:30PM~~ 830	10:30PM
~~8:00~~ ~~9:00~~	~~8:00~~ 1000	54	F	20	~~11:00AM~~ 945	8:30
10:00	~~9:00~~ 1045	62	G	12	~~9:00~~ 900	7:00
A 11:30PM	A ~~10:30~~ 1150 AM	74	H		L ~~7:00~~ 300 AM	L 5:00PM
DAILY	DAILY				DAILY	DAILY

(213) 400 dash

300 small

PLATE C

TIME TABLE No 2
EFFECTIVE 3:00 A.M. APRIL 8,19__

A.	B.		C.		R.	R.
EASTWARD		DISTANCE FROM A	TIME TABLE No 2 APR. 8 19__ STATIONS	DISTANCE FROM H	WESTWARD	
2ND CLASS	1ST CLASS				1ST CLASS	2ND CLASS
10	2				1	11
DAILY	DAILY				DAILY	DAILY
L 7:00 AM	L 3:00 AM		A	74	A 3:00 PM	A 5:30 AM
9:00 10:00 AM	4:00	8	B	66	1:45	4:00
12:15 PM 1:00	5:30	18	C	56	12:30 PM	1:30
2:30 3:00	6:45	25	D	48	11:00 AM	12:01 AM
5:00	8:30	38	E	36	8:30	10:30 PM
8:00 9:00	10:00	54	F	20	6:15	8:30
10:00	10:45	62	G	12	5:00	7:00
A 11:30 PM	A 11:50 AM	74	H		L 3:00 AM	L 5:00 PM
DAILY	DAILY				DAILY	DAILY

PLATE D

CURRENT TIME TABLE NO. 1

(Plate B)

Plate B represents Current Time Table No. 1, effective 12:01 A. M., January 1, 19——. There is a line (representing a string) on Plate A for every schedule of Time Table No. 1, Plate B.

Line in Plate A from 2:00 A. M. at Station A to 10:30 A. M. at Station H represents Schedule No. 2. Line from 7:00 A. M. at Station H to 7:00 P. M. at Station A represents Schedule No. 1 H to A. These two lines cross on Station Line G at 9:00 A. M., indicating the meeting point as shown in full-faced type at G at 9:00 A. M. on Time Table No. 1, Plate B. Line from 7:00 A. M. at A to 11:30 P. M. at H represents Schedule No. 10, showing one hour dead time at B, 45 minutes dead time at C, 30 minutes dead time at D, and 1 hour dead time at F. Line from 5:00 P. M. at H to 12:00 Midnight at D, represents a part of the Schedule No. 11 from H to A, showing a meeting point with line of No. 10 at F, and as it crosses No. 10 at F at 8:30 P. M. between No. 10's arriving time at F at 8:00 P. M. and their leaving time at F at 9:00 P. M., it indicates a meeting point of No. 11 between the two times of No. 10, as shown at F in Time Table No. 1, Plate B.

The dash placed under the times of No. 10 at F indicates that No. 11 meets No. 10 between No. 10's arriving and leaving times.

If a schedule is due to leave its initial station before midnight of one day and arrive at its terminal station *after midnight the next* day, as is the case of No. 11

(Plate A), it is necessary to place the line for the balance of the run on the chart beginning at the extreme left, as indicated at D, at 12:00 Midnight, and extending to 5:00 A. M. on Station A line to correspond with the arriving time of No. 11 as shown at A at 5:00 A. M. in Time Table No. 1, Plate B.

By following the line of No. 11 at left of chart from D to A, you will find it crosses the line of No. 2 at B at 3:00 A. M., as shown by full-faced type in those schedules at B at 3:00 A. M. in Time Table No. 1, Plate B.

FULL-FACED MEETING AND PASSING TIMES

Figures in full-faced type indicate schedule meeting or passing stations. If both arriving and leaving times of a schedule are shown in full-faced type at a station it would indicate that the train is to be met or passed by one or more trains between the two times, and also at either the arriving or leaving time, or both.

It might also indicate that one or more trains are to be met or passed between the arriving and leaving times only, or at both the arriving and leaving times and none between the two times. If but one time is shown for a schedule at a station with a dash under the figures, it indicates that two or more trains are to be met or passed at that station.

On some time tables small numbers indicating the trains to be met or passed are placed to one side of and above the time at the station.

The American Railway Association has ruled that full-faced type should not be shown except when trains are to be met or passed at the exact minute. However it is considered by some an extra precaution

to show full-faced type at terminal stations if train is due to arrive within ten minutes of the time one is due to leave.

A CHANGE IN THE TIME OF A SCHEDULE

If it becomes necessary to change the time of one or more schedules, orders to that effect are given by the proper authority, together with the time it is desired to start the train from its initial station, and the time it is desired the train shall arrive at its terminal station on the division. Assume that instructions are issued to schedule No. 2, as shown on Time Table No. 1, Plate B, from A 1 hour later, or at 3:00 A. M. instead of 2:00 A. M., and arrive at H 1 hour and 20 minutes later, or at 11:50 A. M. instead of 10:30 A. M., also to schedule No. 1, as shown on Time Table No. 1, Plate B, from H 4 hours earlier, or at 3:00 A. M. instead of 7:00 A. M., and arrive at A 4 hours earlier, or at 3:00 P. M. instead of 7:00 P. M.

It then becomes necessary to change the strings representing the old schedules on the time table chart as shown in black to represent the new time as indicated by the red lines (see Plate A). The solid red lines represent the strings of the new schedules after moving them from their old positions, as shown in black, to their new positions, as shown in red, to represent the new schedules. On close examination we find that the solid red line of No. 2 and the solid red line of No. 1 cross between stations E and F, indicating a meet between stations.

As No. 1 (red line), leaving H at 3:00 A. M., is *too* slow between G and F, we find by moving same *to the position of the* dotted red line from G to D

that the meeting point between Nos. 1 and 2 may be made at E at 8:30 A. M. On further examination we find that No. 2, as represented by the solid red line, leaving A at 3:00 A. M., crosses the black line, representing No. 11, between stations A and B. As No. 2 is a higher class train than No. 11, it becomes necessary to make the schedule of No. 11 slower and schedule it into A at 5:30 A. M. instead of 5:00 A. M. in order that the meeting point with No. 2 may be made at B at 4:00 A. M., as indicated by the dotted red line of No. 11 from D to A.

After all meeting and passing points have been properly adjusted on the time table chart and the time of schedules between stations has been touched up to make their speed as near uniform as possible, considering adverse grades, meeting and passing points, especially those with superior trains, the schedules are ready to be transferred from the time table chart, Plate A, as represented by the lines in their new position to the printer's copy, Plate C.

We will now take a current copy of Time Table No. 1, Plate C, crossing out all figures that are to be changed, and inserting in ink the new figures, reading same from time table chart, Plate A. For example, take the red line of No. 2 as representing the new time, Plate A, and the schedule of No. 2 as shown in Plate C, cross out the 2:00 A. M. at A and insert 3:00 A. M., as indicated by the solid red line on time table chart, leaving A at 3:00 A. M. Follow this solid red line toward H and we find it crosses line of Station B at 4:00 A. M., meeting No. 11. As this is a meeting point, we change the time on Time Table No. 1 at B *(Plate C)* to read 4:00 A. M. instead of 3:00 A. M..

It is sometimes necessary to check and correct several different proof sheets before a perfect time table is obtained.

After the new time table is printed it is then distributed to all employes who are required in the performance of their duties to use it. This time table is known as the working time table governing the movement of trains under the rules, and is far different from the folder obtained at ticket offices by the traveling public.

DISTRIBUTION OF A NEW TIME TABLE AND ACKNOWLEDGMENT OF ITS RECEIPT

A bulletin should be issued to conductors, engineers and others concerned, notifying them of the new time table and the time it is to take effect. The train dispatcher should require each conductor and engineer, and pilot, if there is one, who may be on the road at the time of change, to sign a train order stating that such time table has been received; also, all who start on their runs after it takes effect, until it is positively known that all conductors and engineers have the new time table.

CONSIDERATION OF A NEW TIME TABLE PRIOR TO ITS TAKING EFFECT

Conductors and engineers who may be on the road at the time of change must figure, in advance of the time of change, the conditions that may exist at the time the new time table takes effect, in order not to be between stations in advance of the new time at the time of change, in case there is a schedule on the new time table that corresponds with and meets all requirements of the rule; also, to see that they will

and place a circle around the time, which indicates to the printer that full-faced type should be shown at B. We change the 4:00 A. M. at C to 5:30 A. M., and so on until the entire change of the schedule of No. 2 has been made. The same operation is performed for all other schedules wherein figures have been changed.

NEW TIME TABLE READY FOR THE PRESS

The corrected time table, as represented in Plate C, is now ready for the press. The printer keeps the forms of time tables set up to be used at the next change, or to print additional time tables if ordered. On receipt of the corrected time table as shown in Plate C, the printer removes the type representing the figures crossed out and inserts type to represent the corrected figures as they appear in ink. After making any other changes in numbers, class of trains, or special rules, that may be desired, several copies of proof sheets are run off and sent to the Superintendent for a check and O. K. This proof sheet is then thoroughly checked in order to eliminate any mistakes that may have been made by omitting letters or figures, showing an "A. M." where it should be "P. M." and vice versa; light instead of full-faced type, wrong meeting or passing points, or if time is too slow or too fast on certain portions of the schedule, etc.

After the proof sheet has been checked to the satisfaction of the official making the change, he places his O. K. thereon, designating the number of the new time table and the exact time and date that it is to *take effect,* and returns same to the printer with *instructions to print* a specified number of copies.

It is sometimes necessary to check and correct several different proof sheets before a perfect time table is obtained.

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CONSIDERATION OF A NEW TIME TABLE PRIOR TO ITS TAKING EFFECT

Conductors and engineers who may be on the road at the time of change must figure, in advance of the time of change, the conditions that may exist at the time the new time table takes effect, in order not to be between stations in advance of the new time at the time of change, in case there is a schedule on the new time table that corresponds with and meets all requirements of the rule; also, to see that they will

not be between stations on the time of some superior train of the new time table.

If there is not a schedule on the new time table that may be assumed at the time of change, they must figure in advance to avoid being between stations without authority under the new time table at the time it takes effect.

It is preferred that a train be at a telegraph station at the time of change, in case they should require the aid of the train dispatcher to obtain authority to move. However good the intention, there may be times when it will be necessary to clear the main track at a non-telegraph station and await orders from the dispatcher authorizing them to move, or, if necessary, apply the highest law existing on a railroad and proceed under a red signal to a telegraph station where orders can be obtained.

ISSUANCE OF ORDERS AND INSTRUCTIONS TO AVOID DELAY OR COMPLICATION

Dispatcher should consider the conditions that will exist at or about the time of change, and if necessary to avoid a complication, or confusion on part of train and enginemen, issue the necessary orders to relieve the situation. If the time of the new schedule that can be assumed under the rule is enough later than the time of the old that it will cause an unnecessary delay to the train, the schedule should be annulled and the train run under train orders as desired. However, the new schedule should be assumed and fulfilled if the desired results can be obtained. Sometimes it may be considered best to hold a train, due to leave its initial station on the old time table, until the new *time table takes effect,* and start it from its initial

station on the new time table in order to avoid waiting for time at some intermediate station. If there is not a schedule on the new time table to be assumed, and the train of the old time table is able to move over the greater part of its run under the old time table, it should be allowed to proceed as far as practicable and then moved under train orders to the end of its run.

The fact should always be kept in mind that Rule 4 was made for the purpose of allowing as many trains as possible to move under schedule authority. Were it not for this fact, so much thought and many revisions of the rule would not have been necessary.

DISPOSITION OF OLD OR PRECEDING TIME TABLE

The old or preceding time table should be destroyed as soon after the new takes effect as its usefulness ceases. The conditions may be such that it can be destroyed immediately, or it may be necessary to retain it for a reasonable length of time for reference. The idea that an old time table should be put in the fire box, or otherwise destroyed, at the exact minute the new time table takes effect, to avoid the possibility of its use after the new takes effect, is erroneous. Do we not permit, and is it not necessary that conductors and engineers have the new time table a reasonable length of time before the old one expires? If we cannot depend upon conductors and engineers having both the old and new time tables in their possession for a few hours after the new takes effect, then we cannot permit them the privilege of having the new and the old in their possession before the new takes effect.

The old and absurd contention that it is not necessary for a newly employed conductor or engineer, if examined on the rules, or mechanically and physically examined, or given an outfit or an engine and a new time table and started on a run one minute after the new time table takes effect, to be acquainted with the conditions or have a copy of the old time table, is wrong. There is not the least merit in such argument. In the first place, men are not generally so employed and sent out on a run without first learning the road. In the second place, should they be sent out a short time after the new time table takes effect, is it not essential that they be familiar with conditions of the old that they may know whether or not the schedule they are to use is in existence? Is it not just as important for the conductor and engineer to know that they exist as a regular train as it is for the dispatcher to know it? Is not the conductor or engineer held responsible for his movements? Suppose a new time table takes effect at 12:01 A. M. Sunday, and a conductor and engineer are making their first trip under a schedule due to leave at 11:30 P. M. Saturday, but called to leave at 2:00 A. M. Sunday, what have they to show that such schedule exists under the new time table permitting them to leave 2 hours and 30 minutes late on the schedule of Saturday unless they have the old or preceding time table? If there were no schedule under the old time table, corresponding with the one of the new as required by Rule 4, the schedule would not then exist until 11:30 P. M. Sunday.

EXPLANATION OF RULE 4

Rule 4 is not a difficult one when practical (not technical) moves and conditions are considered. It was made to suit the greatest number of practical conditions that may exist at or about the time of change.

The rule should be read "Division," if the division is not subdivided, and "Subdivision" if it is subdivided.

Rule 4 is divided into three paragraphs. The first paragraph contains two sentences. In the first sentence of the first paragraph it states that each time table, from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any division (or subdivision) at the leaving time at their initial stations on such division (or subdivision).

In the second sentence an exception is made, and by this exception all schedules represented on the new time table that may be assumed by a TRAIN AUTHORIZED on the old, at the time the new takes effect, must be considered the same as if there had not been a change except in the time at stations where the time has been changed.

If each new time table supersedes the old or preceding time table at the moment it takes effect, it necessarily follows (except in cases where a schedule of the old and new correspond as required in the second sentence) that schedules of the old cease to exist when the new takes effect. And if there is a schedule on the new time table that cannot be assumed by a TRAIN AUTHORIZED under the old, it then becomes an entirely new schedule, first authorized at its leaving time, at its initial station, either at or following the time the new time table takes effect, therefore such schedule could not take effect at any inter-

mediate station on the division (or subdivision). Were it not for the exception made in the second sentence, all schedules of the old time table would cease to exist at the time the new time table takes effect, and schedules of the new time table would not exist until first due to leave their initial stations at, or after, the new time table takes effect. If such were the case, it would become necessary for the dispatcher to move all trains existing under the old time table at the time of change by train order. This would cause considerable delay to trains in case there were many on the road at the time of change, hence the second sentence and most difficult portion of the rule.

The second sentence of the first paragraph of Rule 4 reads: "But when a schedule of the preceding time table corresponds in number, class, day of leaving, direction, initial and terminal stations with a schedule of the new time table, a TRAIN AUTHORIZED by the preceding time table will retain its train orders and assume the schedule of the corresponding NUMBER of the new time table."

There is nothing left to a schedule other than its number, class, day of leaving, direction, initial and terminal stations, except the time at stations. Why was the time at stations omitted? If it had not been omitted the time of a schedule could not be changed without putting the schedule as it appeared on the old time table out of commission at the time the new one took effect. If the rule were to state that in case the schedules of the old and new time tables correspond, a train of the old time table would assume the schedule of the new time table, it would *simplify the rule* considerably, but the desired results

could not be obtained as it would then be impossible to change a single figure of the schedule time and continue the schedule in effect on the new time table.

The second paragraph reads: "Schedules on each division (or subdivision) date from their initial stations on such division (or subdivision)." Day of leaving refers to the date of the schedule being considered. A schedule takes its date at its initial station on the division, or subdivision if subdivided. Therefore day of leaving and date are one and the same thing.

The third paragraph reads: "Not more than one schedule of the same number and day shall be in effect on any division (or subdivision)." Day, as used in this paragraph, means date.

Keep in mind the fact that schedule and train are not the same, and the rule reads "schedule," and not "train."

If a schedule of a certain date has existed, becoming 12 hours late over the entire run on the division (or subdivision), it could not again exist on either an old or new time table until the next day it is designated to run, and its existence is equivalent to the fulfillment of the schedule by a train running on it. If an inferior train has been moved under orders against a time table schedule of a certain date until a point is reached where such schedule becomes 12 hours late, such train could not be expected to respect the same schedule of that date again.

Any schedule which has become 12 hours late at any station has been in effect at that station. Any schedule that has been fulfilled at any station has been in effect at that station.

A schedule of the old or preceding time table has

been in effect at any station where such schedule has become authorized (due) prior to the time the new time table took effect, providing there is no schedule on the new that could be assumed, therefore ceases to exist at time of change.

The third paragraph prevents the existence of two schedules, or the running of two regular trains of the same number and date on the same division, or subdivision if subdivided. We may, under the rules, have two trains of the same number moving over the same division, or subdivision if subdivided, on the same day, but not of the same **date.** One would be a train of the day previous, not yet 12 hours late, while the other would be a train of the current date.

The definition of a schedule is, "that part of a time table which prescribes class, direction, number and movement of a regular train." A schedule is printed on paper, and is the authority for the movement of a regular train subject to the rules.

Rule 92 (Standard Rules) states: "A train must not leave a station in advance of its schedule leaving time," which means that equipment cannot move over a division (or subdivision) under the authority of a time table schedule until such time table schedule exists, and it does not exist at a station until due, therefore it is impossible to have a regular train ahead of its schedule time, as it cannot be a regular train until the schedule exists.

Rule 82 simply states that if a train authorized to run on a schedule does not leave exactly on the time as printed in the time table, it may leave any time within 12 hours thereafter, provided no other train has fulfilled *the same* schedule of that date.

If a time table schedule is fulfilled, it becomes inoperative for that day. If a schedule is annulled, it becomes inoperative on the day specified in the annulment between the designated stations.

Rule under Form K says the schedule or section annulled becomes void (empty) and cannot be restored, but you must have the annulment as authority that no train will run during the schedule existence that day.

Sections running on the authority of a schedule must run in numerical order, one, two, three, etc.; and all sections except the last must display green signals to indicate that the fulfillment is not complete.

The last section without green signals fulfills the schedule. Therefore, if a section is annulled, that section becomes void, and as sections must run in numerical order the annulment of a section breaks the chain and that section nor no following section of that schedule may move within the territory where annulled.

Does not a first section display signals for the second, and the second for the third? If the second is annulled, then there is nothing to display signals for the third, therefore there could not be a third or following section.

We can arrive at but one conclusion, and that is, a time table schedule is merely time existence, and such existence is limited to a period of 12 hours at each station on the days upon which it is scheduled to run. A regular train may be stopped by a stop signal, but it is impossible to stop the schedule that the regular train runs on. If there were not a wheel turned for 10 days, the schedules would exist each day as designated to run, at the times specified, and for 12 hours thereafter.

SCHEDULES OF THE SAME DAY OF LEAVING

If on the old and new time tables No. 1 runs daily, No. 1 would then be of the same day of leaving every day in the week. If on the old they run daily, and on the new they run daily except Sunday, they would be of the same day of leaving every day in the week except Sunday. If on the old they run on Mondays, Wednesdays and Fridays, and on the new they run Tuesdays, Thursdays and Saturdays, they would not be of the same day of leaving any day in the week, as every day they run on the old they do not run on the new, and every day they run on the new they do not run on the old. If they run Sundays only on the old and Saturdays only on the new they would not be of the same day of leaving any day in the week. Day of leaving does not mean hour or minute of leaving. A schedule of the old and of the new of the same number do not necessarily have to be scheduled to leave their initial station at the exact minute. They may be scheduled to leave on the old at 2:00 A. M. daily and on the new at 10:00 P. M. daily except Sunday. They would then be of the same day of leaving every day in the week except Sunday, but due to leave 20 hours apart.

INITIAL AND TERMINAL STATIONS

An initial station of a schedule on a division, or on a subdivision if subdivided and so designated on the time table, is the station where such schedule originates on such division or subdivision.

A terminal station is the station where the schedule terminates on a division, or on a subdivision if subdivided. On some roads the word "District" is sub-

stituted for the standard word "Subdivision," and should be considered as having the same meaning.

A schedule can have but one initial and one terminal station on a division, or on a subdivision if the division is subdivided. In other words, the schedule has but one beginning and one ending. In comparing a schedule of the old time table with one of the new, be careful to note if they begin to exist at the same station and if they terminate at the same station. If they do not have the same initial station, or if they do not have the same terminal station on the same division, or subdivision if subdivided, the two schedules do not correspond in these particulars as required by the rule.

RETAINING TRAIN ORDERS

An unfulfilled train order held by a train at the time a new time table takes effect must be retained and applied under the new time table if the schedules as printed on the old and new are such that the new schedule can be assumed by the train running on the old.

If there is no schedule on the new of the same number, it would be impossible to apply to the new time table an order affecting the train under the old.

TRAIN AUTHORIZED

The second sentence in the first paragraph virtually states a TRAIN AUTHORIZED by the preceding (old) time table will retain its train orders and assume the schedule of the corresponding number of the new time table, provided the schedules are alike in the other five particulars. It is then necessary that we thoroughly understand what is meant by a TRAIN AUTHORIZED. And if it is not understood and considered,

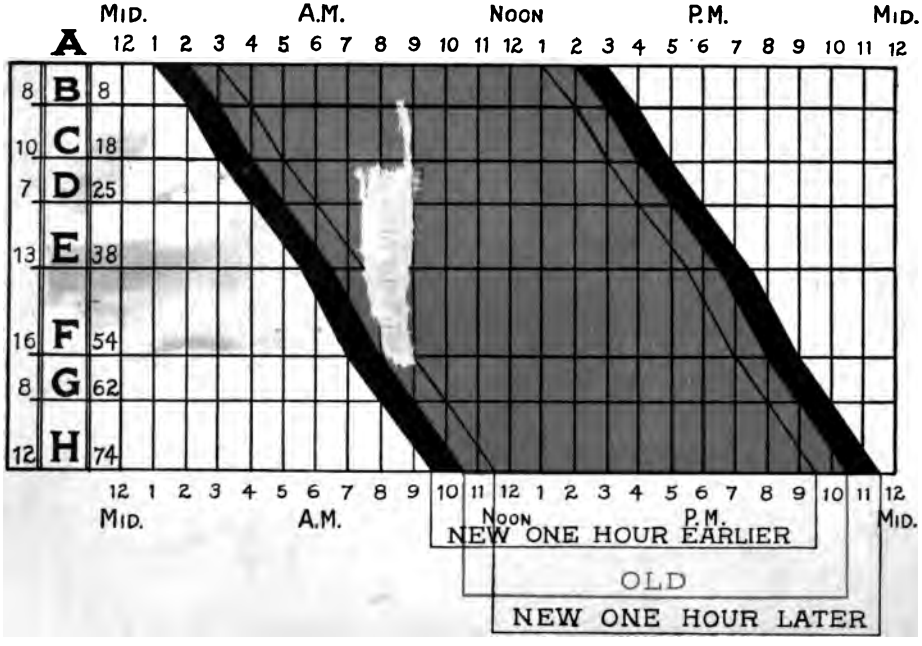

MID.
A.M.
NOON
P.M.
MID.
A
12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12
8 B 8
10 C 18
7 D 25
13 E 38
16 F 54
8 G 62
12 H 74
12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12
MID.
A.M.
NOON
P.M.
MID.
NEW ONE HOUR EARLIER
OLD
NEW ONE HOUR LATER

PLATE E

EXPLANATION OF PLATE E, SHOWING EXISTENCE OF A TIME TABLE SCHEDULE

This plate is the same as Plate A except that the 12-hour existence of a time table schedule is shown instead of the strings or lines representing the schedule on time.

The existence of a time table schedule being nothing more than time existence, it is impossible to see such existence. It therefore becomes necessary to chart, or picture it on paper, in about the same manner as air or steam pressure is charted. In Plate E the left margin of the red, beginning at A at 2:00 A. M. and followed down to H at 10:30 A. M., represents a string or line as shown in Plate A from 2:00 A. M. at A to 10:30 A. M. at H, or represents a schedule on time. The right margin of the red, from A at 2:00 P. M. to H at 10:30 P. M., indicates the dead line, or the time at which the schedule of No. 2, as shown in Time Table No. 1, Plate B, becomes 12 hours late at its respective stations. The time indicated in red between the left and right margins is the time existence of the schedule (12 hours at each station).

Rule 4 states that not more than one schedule (not train) of the same number and day (date) shall be in effect on the same division, or subdivision if subdivided.

Rule 82 (Standard Rules) states that time table schedules, unless fulfilled, are in effect for 12 hours after their time at each station. Therefore, if this schedule of No. 2 as shown in red, Plate E, and on Time Table No. 1, Plate B, is fulfilled by a train running as No. 2, it could not again be fulfilled on that day.

No. 2 may leave A at 2:00 A. M., on time, and become late and reach H any time before 10:30 P. M. without losing its schedule. However, should it become 12 hours late at any station prior to reaching H it would lose its schedule and could proceed only as authorized by train order. The fact that the train running on the schedule of No. 2 becomes 12 hours late at Station E does not invalidate the schedule of No. 2 between E and H, and it therefore exists until 12 hours late at stations from E to H.

If a schedule has dead time at a station—say, 1 hour, for example—a train authorized to run on the schedule loses its authority to continue on such schedule if it should become 12 hours late on its arriving time as shown in the schedule before or at the exact minute it arrives. However, this does not invalidate the schedule leaving time at such station, and the same train or any other train may be authorized by train order to run on the schedule of that number if they are able to leave before the schedule is 12 hours late on their leaving time. Note the difference between a time table schedule and the train that runs on it. See pages 27 and 29.

Referring again to Plate E. Suppose the time of No. 2, Time Table No. 1, is made one hour later, leaving A at 3:00 A. M. and arriving at H at 11:30 A. M. The existence of No. 2's schedule after the new time table takes effect would be on the line on Plate E running from A at 3:00 A. M. to H at 11:30 A. M., and it would exist for 12 hours, or to the right margin as shown in black from A at 3:00 P. M. to H at 11:30 P. M. If No. 2's schedule were made one hour earlier on the new *than on the old, No. 2's* schedule would exist from the

left margin of the black at A at 1:00 A. M. to H at 9:30 A. M. to the line at the right at A at 1:00 P. M. to H at 9:30 P. M. If the new time table took effect, for example, at 12:00 Noon, and No. 2 was scheduled one hour earlier, then No. 2 of the day of change as shown in red would exist from the left margin of the red extending from A at 2:00 A. M. to H at 10:30 A. M. to the line extending from A at 1:00 P. M. to H at 9:30 P. M. However, do not understand that this would give No. 2's schedule but 11 hours' existence on the day of change. Although the train would in this case have a period of only 11 hours at each station on which to move over the road as No. 2, yet the schedule of No. 2 exists the full 12 hours, based on the time of the old, as long as the old time table is in effect, and for 12 hours on the new, based on the time of the new after the new takes effect. This is, of course, assuming that the schedules are alike in the other five particulars, namely, class, day of leaving, direction, initial and terminal stations.

A failure on the part of schedules to correspond in one of the six particulars as designated in second sentence of first paragraph of the rule, is equivalent to a failure in all, and the schedules would not then correspond.

GENERAL QUESTIONS AND ANSWERS APPLYING TO RULE 4

Q. What is a regular train?

A. A train authorized by a time table schedule.

Q. What is a time table schedule?

A. That part of a time table which prescribes class, direction, number and movement for a regular train.

Q. What is a division?

A. That portion of a railway assigned to the supervision of a superintendent.

Q. What is a subdivision?

A. A part of a division, so designated on the time table.

Q. If there are no subdivisions designated, what is the unit of railroad?

A. Division.

Q. If there are subdivisions designated on the time table, what is the unit of railroad?

A. A Subdivision.

Q. In considering Rule 4, would you read the word "subdivision" as printed in the rule if there are no subdivisions designated on your time table?

A. No.

Q. If subdivisions are designated on the time table, would you consider the word "division" as printed in the rule?

A. No.

Q. When is a train authorized?

A. When a schedule is due, or past due less than 12 hours, at any station on a subdivision, or on a *division if not* subdivided.

Q. If No. 1 is due to leave A (their initial station) at 8:30 P. M., are they authorized at that station at 8:30 P. M.?

A. Yes.

Q. Would they be authorized at 8:29 P. M.?

A. No.

Q. After No. 1 becomes authorized at A at 8:30 P. M., how long do they remain authorized at A if not fulfilled?

A. Remain authorized until 8:30 A. M. the following day.

Q. At what time are they authorized at all stations on their run, and how long do they remain authorized at each station?

A. At the time they become due at each station and until 12 hours late at their respective stations.

Q. If on an opposing inferior train and at B at 8:30 P. M., and No. 1 is due to leave A at 8:30 P. M., could you move against them without orders?

A. No.

Q. If No. 1 does not arrive at B until one hour late, would you have to remain at B during that hour if you did not receive orders to move against them? If so, why?

A. Yes, as No. 1 is authorized at B on time or until they get there one hour late, as stated.

Q. According to the preceding questions and answers, may we have a train authorized without the equipment on the road under authority of the schedule?

A. Yes; without the equipment there is a train authorized if train is due under the authority of the schedule and is not 12 hours late or fulfilled.

Q. Is it absolutely necessary that we have an authorized train on the Old time table at the initial station at the time of change?

A. No; it may be authorized anywhere on the division, or subdivision if subdivided.

Q. If there is a train authorized under the Old at the time of change, is it necessary that we also have a train authorized under the New before the schedule of corresponding number may be assumed under provisions of the rule?

A. No; the schedule of the New which may be assumed under the rule may not be due to leave the station where it is to be assumed, at the time of change.

Q. If the schedule of the New (of same day of leaving), corresponding in other particulars as required by rule, is 12 hours late at time of change, what would be the result?

A. There would be nothing to assume on the New time table.

Q. What is the difference between a time table schedule and the train that runs under the authority of the time table schedule?

A. A time table schedule is merely time existence given a number to designate it from other schedules, and authorizes a movement. Its existence ceases at the expiration of 12 hours at each station. The train that runs on the schedule is that which moves over the division, or subdivision if subdivided, as authorized by the schedule existence.

Q. May a regular train be delayed, or flagged?

A. Yes.

Q. May a schedule be delayed, or flagged? If not, why?

A. No; it is time existence, and cannot be stopped.

Q. If an order is issued annulling a schedule of a certain date, what effect does it have on the 12-hour existence of the schedule of that date?

A. The schedule becomes void on that date and cannot be restored, and should be disregarded by inferior trains.

Q. If an order is issued annulling a section, what effect does it have?

A. The section specified and all following sections, if any, become void and cannot be restored, and should be disregarded by inferior trains. This, however, does not affect sections preceding the one annulled.

Q. When there is not a schedule on the preceding (Old) time table, corresponding in number, class, day of leaving, direction, initial and terminal stations, with a schedule of the New, what would you consider the schedule of the New?

A. An entirely new schedule of the new time table.

Q. In checking Old and New time tables, what is one of the very important things to consider first?

A. Note whether the limit of the division, or subdivision, if subdivided, has been changed.

Corresponding Schedules of the Old and New Time Tables.
Time at Stations Later on the New

PLATE A 1

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	1
	DAILY
A	L 1000 PM
B	1040 PM
C	1120 PM
D	1201 AM
E	1250 AM
F	140 AM
G	220 AM
H	A 300 AM

NEW	
WESTWARD	
	1ST CLASS
	1
	DAILY
A	L 1100 PM
B	1140 PM
C	1220 AM
D	100 AM
E	150 AM
F	240 AM
G	320 AM
H	A 400 AM

QUESTIONS AND ANSWERS—PLATE A1

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there a train authorized under the preceding (Old) time table at time of change, 12:01 A. M. Sunday, and if *so, where?*

A. Yes, at D.

Q. Must No. 1's time on Old be exactly 12:01 A. M. at D in order that we may have a train authorized?

A. No; if due at D at 11:50 P. M. and not fulfilled at D at 12:01 A. M. it would be authorized, as it is not 12 hours late at time of change.

Q. If No. 1's schedule of the Old is not fulfilled out of A before 12:01 A. M. Sunday, over what part of the division (or subdivision) is No. 1 authorized at time of change?

A. From A to D.

Q. As New time table takes effect at 12:01 A. M. Sunday, what is the date of the last No. 1 existing out of A under the Old?

A. No. 1 of Saturday.

Q. What time is No. 1 of Saturday due to leave as printed on the New?

A. 11:00 P. M.

Q. How many No. 1's of Saturday may we have?

A. One.

Q. Do you understand that it is only necessary to have a train authorized under the old somewhere on the division, or subdivision if sub-divided, at 12:01 A. M. Sunday, in order that No. 1 of the New may be assumed?

A. Yes.

Q. If a train inferior to No. 1 is moving in the same direction and could clear No. 1's schedule time at D on the New, could they leave ahead of or pass them without orders?

A. Yes, they could pass No. 1 at D, between 12:01 A. M. of the Old and 1:00 A. M. of the New.

Q. If an opposing inferior train leaves H Saturday and reaches E at 11:45 P. M., how much time would they then have to go to D under the Old time table?

A. Sixteen minutes, less required clearance.

Q. If it is a 30-minute run, E to D, when could this opposing inferior train leave E, and how much time would they then have to go to D?

A. At 12:01 A. M. Sunday, and would have 59 minutes less required clearance to go to D against the New time.

Q. Would it be safe to assume that as No. 1 could not get out of D before 12:01 A. M. Sunday and at that time the New would take effect and the inferior train leave E at 11:45 P. M. and move against the New time to D at 1:00 A. M.)?

A. It would be safe, but technically improper to move out of E without sufficient time to make D under the Old schedule which is yet in effect at 11:45 P. M.

Corresponding Schedules of Old and New Time Tables; Schedule of the Old Partly Fulfilled at Time of Change

PLATE B1

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD		NEW	
WESTWARD		WESTWARD	
	1ST CLASS		1ST CLASS
	1		1
	DAILY		DAILY
A	L 1000PM	A	L 1100PM
B	1040PM	B	1140PM
C	1120PM	C	1220AM
D	1201AM	D	100AM
E	1250AM	E	150AM
F	140AM	F	240AM
G	220AM	G	320AM
H	A 300AM	H	A 400AM

QUESTIONS AND ANSWERS—PLATE B1

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there a train authorized under the Old at time of change, 12:01 A. M. Sunday? If so, where?

A. Yes; at D.

Q. If a No. 1 of Saturday runs under the Old schedule from A to D, reaching D at 12:01 A. M. Sunday, as indicated by the arrow, what effect would this have on the corresponding portion of the new schedule of No. 1 of Saturday?

A. The corresponding portion of the new schedule of No. 1 of Saturday between A and D, as indicated in red, could not be used.

Q. Of what value is that portion of the Old, D to H, as indicated in red, after 12:01 A. M. Sunday?

A. Of no value whatever.

Q. What takes its place?

A. The corresponding portion on the New from D to H, as indicated by the arrow between the two schedules.

Q. What would No. 1, arriving D at 12:01 A. M., Sunday, do?

A. Take siding at D and wait until due to leave on the New at 1:00 A. M., and proceed on the new time as indicated by the arrow.

Q. If No. 1 received an order to meet an opposing train between D and H, while running under the Old, should this order be respected after No. 1 assumes the new time?

A. Yes, if the two trains retain the same relative positions as to corresponding under the New time table as under the Old.

Q. When would No. 1 of Saturday become 12 hours late at H?

A. At 4:00 P. M. Sunday.

Corresponding Schedules of Old and New Time Tables.
Train Running Late on Old at Time of Change.
Time on the New Later

PLATE C 1

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	1
	DAILY
A	L 1000PM
B	1040PM
C	1120PM
D	1201AM
E	1250AM
F	140AM
G	220AM
H	A 300AM

NEW	
WESTWARD	
	1ST CLASS
	1
	DAILY
C	1220AM
D	100AM
E	150AM
F	240AM
G	320AM
H	A 400AM

QUESTIONS AND ANSWERS—PLATE C1

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there a train authorized under the Old at time of change 12:01 A. M. Sunday?

A. Yes; at D.

Q. If No. 1 leaves A Saturday under the Old and reaches C at 11:50 P. M. (11 minutes before the change), assuming that it is a 30-minute run, C to D, how should they be governed?

A. Remain at C under the Old until 12:01 A. M. Sunday, then No. 1 is not due to leave C until 12:20 A. M., at which time they may proceed, clearing all superior trains of the New.

Q. What would be the result if No. 1 of Saturday of Old left C at 11:50 P. M. and unable to make D by 12:01 A. M. Sunday?

A. They would be between C and D when New time table takes effect; 19 minutes before due out of C (the station behind them), on the New.

Q. If an opposing inferior train at D, unable to make C for No. 1 under the Old, could they move against No. 1 under the New leaving D at 12:01 A. M. Sunday, provided they can clear the new time at C (12:20 A. M.), as required by rule?

A. Yes.

orresponding Schedules of the Old and New Time Tables.
Train Running Late on the Old at Time of Change.
Time on the New Earlier

PLATE D 1

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD		
WESTWARD		
	1ST CLASS	
	1	
	DAILY	
A	L 1000PM	
B	1040PM	
C	1120PM	
D	1201AM	
E	1220AM	
F	140AM	
G	220AM	
H	A 300AM	

NEW		
WESTWARD		
	1ST CLASS	
	1	
	DAILY	
C	1020PM	
D	1100PM	
E	1150PM	
F	1240AM	
G	120AM	
H	A 200AM	

QUESTIONS AND ANSWERS—PLATE D1

). Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

Yes

Q. Is there a train authorized under the Old at time of change 12:01 A. M. Sunday?

A. Yes; at D.

Q. If No. 1's time on the New is earlier than on the Old, as shown, and No. 1 leaves A Saturday under the Old, and is at C at 11:50 P. M., could they proceed, and if so, why?

A. Yes; No. 1 becomes an hour later under the New instantly the New takes effect, and an opposing train would not have any time to move against them.

Q. Would it, then, be proper for No. 1 of Saturday to be between C and D at 12:01 A. M. Sunday, provided they were not on the time of an opposing superior train under the New?

A. Yes.

Q. Would No. 1 be permitted to make up time under the New if no order to prevent them from doing so?

A. Yes.

Q. Could No. 1 of Saturday pass D on time at 12:01 A. M. Sunday, and if so, why?

A. Just the minute No. 1 is due at D on the Old the New takes effect, and they may pass or leave on the New one hour and one minute late—the difference between the times of No. 1 at D on the Old and the New.

Q. If an opposing inferior train is at F at 11:40 P. M. Saturday on the Old, how much time would they have to make E, and why?

A. Twenty-one minutes. At 11:40 P. M. at F they have until 12:20 A. M. to make E as long as the Old time table is in effect, as the New takes effect at 12:01 A. M. No. 1's time at E is then 11:50 P. M., instead of 12:20 A. M., and they have but 21 minutes.

Schedules of the Old and New Time Tables Corresponding in All Particulars Except the Number

PLATE A3

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	3
	DAILY
A	L 1000 PM
B	1040 PM
C	1120 PM
D	1201 AM
E	1220 AM
F	140 AM
G	220 AM
H	A 300 AM

NEW	
WESTWARD	
	1ST CLASS
	30
	DAILY
A	L 900 PM
B	940 PM
C	1020 PM
D	1100 PM
E	1150 PM
F	1240 AM
G	120 AM
H	A 200 AM

QUESTIONS AND ANSWERS—PLATE A3

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what do they fail to agree?

A. Number.

Q. If there is not a schedule, No. 3 of Saturday on the New that corresponds in the six particulars with No. 3 of Saturday of the Old at time of change, 12:01 A. M. Sunday, what becomes of the schedule of No. 3 of the Old?

A. It expires with the Old time table at 12:01 A. M. Sunday.

Q. How may a train running as No. 3 of Saturday of the Old proceed after the New takes effect?

A. Under orders from the Dispatcher.

Q. If there is not a No. 30 of Saturday on the Old corresponding in the six particulars with No. 30 of Saturday of the New, when is No. 30 of the New first authorized to run?

A. At 9:00 P. M. Sunday, its first leaving time at its initial station after the New takes effect at 12:01 A. M. Sunday.

New Schedule of New Time Table Due to Leave Initial Station After the New Takes Effect and on the Same Day

PLATE A5

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD		
WESTWARD		
A		
B		
C		
D		
E		
F		
G		
H		

NEW		
WESTWARD		
	1ST CLASS	
	5	
	DAILY	
A	L 1000 PM	
B	1100 PM	
C	1215 AM	
D	130 AM	
E	235 AM	
F	345 AM	
G	450 AM	
H	A 600 AM	

QUESTIONS AND ANSWERS—PLATE A5

Q. As there is no No. 5 on the Old corresponding in number, class, day of leaving, direction, initial and terminal stations, when is No. 5 of the new first authorized to run?

A. At 10:00 P. M. Sunday at its initial station, its first leaving time following the time of change.

Q. As there is no schedule on the Old corresponding as required by rule with No. 5 of the New, could No. 5 of the New become authorized at any intermediate station at the first leaving time after the New takes effect? For example, at C at 12:15 A. M. Sunday.

A. No.

New Schedule of New Time Table Due to Leave Initial Station After the New Takes Effect and on the Same Day

PLATE A5

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD		
WESTWARD		
A		
B		
C		
D		
E		
F		
G		
H		

NEW		
WESTWARD		
	1ST CLASS	
	5	
	DAILY	
A	L 1000 PM	
B	1100 PM	
C	1215 AM	
D	130 AM	
E	235 AM	
F	345 AM	
G	450 AM	
H	A 600 AM	

QUESTIONS AND ANSWERS—PLATE A5

Q. As there is no No. 5 on the Old corresponding in number, class, day of leaving, direction, initial and terminal stations, when is No. 5 of the new first authorized to run?

A. At 10:00 P. M. Sunday at its initial station, its first leaving time following the time of change.

Q. As there is no schedule on the Old corresponding as required by rule with No. 5 of the New, could No. 5 of the New become authorized at any intermediate station at the first leaving time after the New takes effect? For example, at C at 12:15 A. M. Sunday.

A. No.

New Schedule of New Time Table Due to Leave Initial Station at Exact Minute the New Takes Effect

PLATE B 5

NEW TIME TABLE EFFECTIVE 1000 PM SUNDAY

OLD		
WESTWARD		
A		
B		
C		
D		
E		
F		
G		
H		

NEW		
WESTWARD		
	1ST CLASS	
	5	
	DAILY	
A	1000 PM	
B	1100 PM	
C	1215 AM	
D	130 AM	
E	235 AM	
F	345 AM	
G	450 AM	
H	A 600 AM	

QUESTIONS AND ANSWERS—PLATE B5

Q. As there is no No. 5 on the Old corresponding in the six required particulars under Rule 4 with No. 5 of the New, when is No. 5 of the New first authorized at its initial station—New time table effective at 10:00 P. M. Sunday?

A. At 10:00 P. M. Sunday, the exact minute the New time table takes effect.

New Schedule of New Time Table First Due to Leave Initial Station Day Following Date of Change

PLATE C 5

NEW TIME TABLE EFFECTIVE 1001 PM SUNDAY

OLD		
WESTWARD		
A		
B		
C		
D		
E		
F		
G		
H		

NEW		
WESTWARD		
	1ST CLASS	
	5	
	DAILY	
A	L 1000 PM	
B	1100 PM	
C	1215 AM	
D	130 AM	
E	235 AM	
F	345 AM	
G	450 AM	
H	A 600 AM	

QUESTIONS AND ANSWERS—PLATE C5

Q. As there is no No. 5 on the Old corresponding in the six particulars with No. 5 of the New, when is No. 5 of the New first authorized at its initial station—New time table effective 10:01 P. M. Sunday?

A. At 10:00 P. M. Monday, 23 hours and 59 minutes after New takes effect.

Schedules of Old and New Time Tables Corresponding in All Particulars Except Day of Leaving, New First Due to Leave on the Day of Change, Thirty Minutes After Change

PLATE A7

NEW TIME TABLE EFFECTIVE 130 AM SUNDAY

OLD		NEW	
WESTWARD		WESTWARD	
	1ST CLASS		1ST CLASS
	7		7
	DAILY		DAILY
A	L 1000PM	A	L 200AM
B	1100PM	B	300AM
C	1215AM	C	415AM
D	130AM	D	530AM
E	235AM	E	635AM
F	345AM	F	745AM
G	450AM	G	850AM
H	A 600AM	H	A 1000AM

MEET 7 AT B

AT F AT 130 AM

OPPOSING INFERIOR TRAIN

QUESTIONS AND ANSWERS—PLATE A7

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what particular are they not alike?

A. Day of leaving.

Q. As New time table takes effect at 1:30 A. M. Sunday, what is date of the last No. 7 leaving A on the Old.

A. No. 7 of Saturday.

Q. As No. 7 is due to leave A at 2:00 A. M. on the New, could it possibly be No. 7 of Saturday? If not, why?

A. No; if Saturday it would have become 12 hours late at 2:00 P. M. Saturday, 11 hours and 30 minutes before New takes effect at 1:30 A. M. Sunday.

Q. What is the date of the first No. 7 authorized out of its initial station on the New?

A. No. 7 of Sunday.

Q. Could No. 7 of Saturday of the Old assume schedule of No. 7 of Sunday of the New? If not, why?

A. No; they do not correspond in the six particulars, as they are not of the same day of leaving.

Q. May we have two schedules, No. 7, represented over the same territory, on the same time table?

A. No.

Q. As there is no No. 7 of Saturday on the New corresponding in the six particulars, what becomes of No. 7 of Saturday of the Old at the time of change (1:30 A. M. Sunday)?

A. No. 7 of Saturday ceases to exist when the New takes effect.

Q. As No. 7 of Saturday on the Old does not correspond in the six particulars with No. 7 of Sunday of the New, when does No. 7 of the New first become authorized?

A. 2:00 A. M. Sunday.

Q. If you receive an order on an extra, or other inferior train, Saturday night, moving in the opposite direction to No. 7, to meet No. 7 at B, and you are at F at 1:30 A. M. Sunday, when New takes effect, could you use the meet to go to B for No. 7 under the New? If not, why?

A. No; No. 7 of the New is No. 7 of Sunday, and the order was to meet No. 7 of Saturday of the Old.

Q. When you receive an order to meet a regular train, to what regular train does it refer?

A. To the regular train of the number specified in the order that is then due on the division (or subdivision), or to the first of that number that will be due.

Q. After 6:00 P. M. Saturday, when No. 7 of Friday becomes 12 hours late at H, an order received any time before 1:30 A. M. Sunday would refer to what?

A. To No. 7 of Saturday.

Q. After 1:30 A. M. Sunday, how would you be governed regarding No. 7 of the New?

A. Clear No. 7 of the New as required by rule.

Schedules of Old and New Time Tables Corresponding in All Particulars Except Day of Leaving. New First Due to Leave on Day Following, Twenty-Three Hours and Thirty Minutes After Change

PLATE B 7

NEW TIME TABLE EFFECTIVE 2.30 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	7
	DAILY
A	L 10.00 PM
B	11.00 PM
C	12.15 AM
D	1.30 AM
E	2.35 AM
F	3.45 AM
G	4.50 AM
H	A 6.00 AM

NEW	
WESTWARD	
	1ST CLASS
	7
	DAILY
A	L 2.00 AM
B	3.00 AM
C	4.15 AM
D	5.30 AM
E	6.35 AM
F	7.45 AM
G	8.50 AM
H	A 10.00 AM

QUESTIONS AND ANSWERS—PLATE B7

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what particular do they fail to correspond?

A. Day of leaving.

Q. What is the last No. 7 that can leave A under the Old?

A. No. 7 of Saturday.

Q. What is the first No. 7 of the New, and why?

A. No. 7 of Monday. As the New time table takes effect at 2:30 A. M. Sunday, and there is no No. 7 of Sunday on the Old to assume Sunday's schedule on the New, No. 7 of the New becomes an entirely new schedule, therefore is not authorized at its initial station A until its first leaving time following the time of change (2:00 A. M. Monday).

Q. May we run a No. 7 Sunday? If not, why?

A. No, because there is no schedule No. 7 for Sunday.

Q. If on an opposing inferior train leaving H Saturday after 6:00 P. M. with an order to meet No. 7 at B, and you were at F at 2:30 A. M. Sunday, how would you be governed with respect to No. 7?

A. As the meet with No. 7 applies to No. 7 of Saturday of the Old and there is no No. 7 of Saturday of the Old or New after the time the New takes effect, would not consider No. 7 until No. 7 of Monday is due, then clear their schedule time.

Schedules of Old and New Time Tables Corresponding Except in Class, Initial and Terminal Stations

PLATE A 9

NEW TIME TABLE EFFECTIVE 140 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	9
	DAILY
A	
B	L 110AM
C	120AM
D	130AM
E	145AM
F	210AM
G	240AM
H	A 310AM

NEW	
WESTWARD	
	2D CLASS
	9
	DAILY
A	L 110AM
B	130AM
C	140AM
D	150AM
E	205AM
F	230AM
G	A 300AM
H	

QUESTIONS AND ANSWERS—PLATE A9

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what do they fail to correspond?

A. In class, initial and terminal stations.

Q. If they failed in one particular would it be equivalent to failing in all?

A. Yes.

Q. What becomes of No. 9 of the Old at time of change (1:40 A. M. Sunday)?

A. Ceases to exist with the Old.

Q. When does No. 9 of the New exist out of A for the first time?

A. At 1:10 A. M. Monday, 23 hours and 30 minutes after New time table takes effect.

Schedules of Old and New Time Tables Corresponding as Per Rule

PLATE A11

NEW TIME TABLE EFFECTIVE 12 NOON TODAY

OLD		
WESTWARD		
	1ST CLASS	
	11	
	DAILY	
A	L 810AM	
B	830AM	
C	855AM	
D	920AM	
E	940AM	
F	1000AM	
G	1020AM	
H	A 1030AM	

NEW		
WESTWARD		
	1ST CLASS	
	11	
	DAILY	
A	L 200PM	
B	220PM	
C	245PM	
D	310PM	
E	330PM	
F	350PM	
G	410PM	
H	A 420PM	

NOTE—What is meant by "today" (the day the time table takes effect) is the day the schedules are being considered.

QUESTIONS AND ANSWERS—PLATE A11

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there an authorized No. 11 on the Old at 12:00 Noon today, the time of change?

A. Yes, provided No. 11 of the Old is not fulfilled over their entire run before 12:00 Noon.

Q. If No. 11 of Old is at any intermediate station at 12:00 Noon, is there a train authorized when the New takes effect? If so, why?

A. Yes. If No. 11 is at an intermediate station at 12 noon, No. 11's schedule is only fulfilled up to such station at time of change, the remaining portion being past due, unfulfilled and not 12 hours late at 12:00 noon gives us a train authorized.

Q. If called to leave A on No. 11 today at 2:00 P. M. under the New, what should you first ascertain?

A. Whether No. 11 left A under the Old.

Q. If No. 11 ran out of A before 12:00 Noon under the Old, may we run another No. 11 at 2:00 P. M. under the New? If not, why?

A. No, as we can have but one schedule of the same number and day in effect.

Q. If No. 11 receives an order to run 2 hours late A to H, what time could they leave A and arrive at F?

A. Could not leave A before 10:10 A. M., or leave any intermediate station less than 2 hours late and arrive at F at 12:00 Noon.

Q. What is the earliest No. 11 could leave F, and why?

A. 5:50 P. M., as the 2-hour run late applies to No. 11's schedule of the New after 12:00 Noon, the same as it applied to the Old before 12:00 Noon.

Q. If No. 11 receives an order to run 2 hours late A to F, what time could No. 11 leave F under the New?

A. On time.

Q. If No. 11 of today is annulled A to H, could No. 11 run on the New after 12:00 Noon? If not, why?

A. As No. 11 of the Old and New correspond in the six particulars, they are one and the same schedule and the annulment applies to No. 11 of today as printed on both the Old and New time tables.

Schedules of Old and New Time Tables Corresponding.
Schedule of the Old Fulfilled Prior to Change

PLATE B 11

NEW TIME TABLE EFFECTIVE 12 NOON TODAY

OLD	
WESTWARD	
	1ST CLASS
	11
	DAILY
A	L 810AM
B	830AM
C	855AM
D	920AM
E	940AM
F	1000AM
G	1020AM
H	A 1030AM

NEW	
WESTWARD	
	1ST CLASS
	11
	DAILY
A	L 200PM
B	220PM
C	245PM
D	310PM
E	330PM
F	350PM
G	410PM
H	A 420PM

QUESTIONS AND ANSWERS—PLATE B11

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there an authorized No. 11 on the Old at 12:00 noon today, the time of change?

A. Yes, provided No. 11 of the Old is not fulfilled over entire run before 12:00 noon.

Q. If No. 11 of today is fulfilled under the Old, as indicated by the arrow, from A to H, could we have another No. 11 today under the New?

A. No. Not more than one schedule of the same number and day can be in effect on a division, or subdivision, if subdivided, and the time shown within the red on the New time table is of no value until 2:00 P. M. tomorrow.

Schedules of Old and New Time Tables Corresponding.
Schedule of Old Partly Fulfilled at Time of Change

PLATE C 11

NEW TIME TABLE EFFECTIVE 12 NOON TODAY

OLD	
WESTWARD	
	1ST CLASS
	11
	DAILY
A	L 810AM
B	830AM
C	855AM
D	920AM
E	940AM
F	1000AM
G	1020AM
H	A 1030AM

NEW	
WESTWARD	
	1ST CLASS
	11
	DAILY
A	L 200PM
B	220PM
C	245PM
D	310PM
E	330PM
F	350PM
G	410PM
H	A 420PM

QUESTIONS AND ANSWERS—PLATE C11

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there an authorized No. 11 on the Old at 12:00 noon today, the time of change?

A. Yes, provided No. 11 of the Old is not fulfilled over entire run before 12:00 noon.

Q. If No. 11 makes E under the Old, what effect would it have on No. 11's time of the New between A and E as indicated in red?

A. No. 11 could not run under the New A to E after 12:00 Noon.

Q. If No. 11 of the Old leaves E before 12:00 Noon, would it put more of the time of No. 11 as printed on the New out of commission?

A. Yes.

Q. If No. 11 of the Old is delayed at E until 12:00 Noon or later, when and how may they proceed?

A. May leave E on the New at 3:30 P. M., or within 12 hours thereafter.

Q. If No. 11 is delayed at E until 12:00 Noon, of what value is the remaining portion of No. 11 of the Old between E and H as represented on the Old in red?

A. It is of no value.

Q. Suppose there were a number of sections of No. 11 at E at 12:00 Noon the time of change?

A. All of No. 11's sections could proceed from E at 3:30 P. M., or within 12 hours thereafter, sections following each other as required by rule.

Schedules of the Old and New Time Tables Corresponding. Three Sections on the Old at Different Stations at Time of Change

PLATE D 11

NEW TIME TABLE EFFECTIVE 12 NOON TODAY

OLD	
WESTWARD	
	1ST CLASS
	11
	DAILY
A	L 810AM
B	830AM
C	855AM
D	920AM
E	940AM
[redacted]	

NEW	
WESTWARD	
	1ST CLASS
	11
	DAILY
A	L 200PM
B	220PM
C	245PM
D	310PM
E	330PM
F	350PM
G	410PM
H	A 420PM

3D 2D 1ST

3D 2D 1ST

QUESTIONS AND ANSWERS—PLATE D11

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there an authorized No. 11 on the Old at 12:00 noon today, the time of change?

A. Yes, provided No. 11 of the Old is not fulfilled over entire run before 12:00 noon.

Q. If there are three sections of No. 11 out of A under the Old, the first section at E, second at D and third at C at 12:00 Noon, the time of change, how should they be governed?

A. Third No. 11 could leave C at 2:45 P. M., second No. 11 leave D at 3:10 P. M., and [redacted] No. 11 leave E at 3:30 P. M., running far enough apart to comply with space of trains moving in same direction.

Q. If third No. 11, or last section, is at C at 12:00 Noon, how much of the schedule of No. 11 of the New, of today, cannot be used?

A. That portion from A to C, inclusive, as indicated in red.

Schedules of the Old and New Time Tables Corresponding. Two Sections; the First Completing Run on the Old Before the Change; the Second Not Out of Initial Station at Time of Change

PLATE E 11

NEW TIME TABLE EFFECTIVE 12 NOON TODAY.

OLD		NEW	
WESTWARD		WESTWARD	
	1ST CLASS		1ST CLASS
	11		11
	DAILY		DAILY
A	L 810AM	A	L 200PM
B	830AM	B	220PM
C	855AM	C	245PM
D	920AM	D	310PM
E	940AM	E	330PM
F	1000AM	F	350PM
G	1020AM	G	410PM
H	A 1030AM	H	A 420PM

1ST 2D

QUESTIONS AND ANSWERS—PLATE E11

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there an authorized No. 11 on the Old at 12:00 noon today, the time of change?

A. Yes, provided No. 11 of the Old is not fulfilled *over entire run* before 12:00 noon.

Q. If two sections of No. 11, and the first section reaches H under the Old before 12:00 Noon, may we run a first section on the new after 12:00 Noon?

A. No.

Q. Which section of a schedule fulfills the schedule?

A. The last section.

Q. If the second or last section does not leave A before 12:00 Noon, when and how may they leave under the New?

A. As the second section on the New at 2:00 P. M., complying with the time of No. 11 of the New.

Q. Why may the second section leave on the New at 2:00 P. M.?

A. As the second and last section did not run under the Old, No. 11's schedule of the Old was not fulfilled, and that portion of it which was not fulfilled before 12:00 Noon takes its relative position on the New.

Q. If second No. 11 does not leave A before 12:00 Noon, could a third or more sections be authorized to follow second No. 11 from A after 2:00 P. M.?

A. Yes.

Q. If on an opposing inferior train at H and ready to leave at 11:00 A. M., and you check the register and find only the first section of No. 11 has arrived and you are unable to get orders against the second section, how long would you remain at H for the second or last section?

A. Until 12:00 Noon and then proceed, clearing second No. 11 under the New. If second or last section of No. 11 does not arrive at H before 12:00 Noon they must then respect the schedule of No. 11 as shown on the New.

Schedules of the Old and New Time Tables Corresponding. Two Sections; the First Completing Run on the Old Before the Change; the Second at an Intermediate Station at Time of Change

PLATE F 11

NEW TIME TABLE EFFECTIVE 12 NOON TODAY

OLD			NEW		
WESTWARD			WESTWARD		
	1ST CLASS			1ST CLASS	
	11			11	
	DAILY			DAILY	
A	L 810AM		A	L 200PM	
B	830AM		B	220PM	
C	855AM		C	245PM	
D	920AM		D	310PM	
E	940AM		E	330PM	
F	1000AM		F	350PM	
G	1020AM		G	410PM	
H	A 1030AM		H	A 420PM	
	1ST	2D			2D

1ST 2D

2D

QUESTIONS AND ANSWERS—PLATE F11

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there an authorized No. 11 on the Old at 12:00 noon today, the time of change?

A. Yes, provided No. 11 of the Old is not fulfilled over entire run before 12:00 noon.

Q. If two sections of No. 11, first reaches H before 12:00 Noon today and second is at E at 12:00 Noon, how must the second be governed?

A. Wait at E until 3:30 P. M. and run as the second on the New, E to H.

Q. If the second (last) section is at E at 12:00 Noon, what effect does this have on the schedule of No. 11 of the New, A to E?

A. It fulfills the schedule of No. 11 today, A to E.

Q. If on an opposing inferior train at H at 12:00 Noon, and only the first section of No. 11 has arrived, and you leave H against second No. 11 under the New and make E by 1:30 P. M. and find second No. 11 at E with no signals, how would you be governed, and why?

A. Proceed; as the second section of No. 11 is at E at 1:30 P. M. it indicates that they reached E under the Old, and as they have no signals it fulfills No. 11's schedule, A to E.

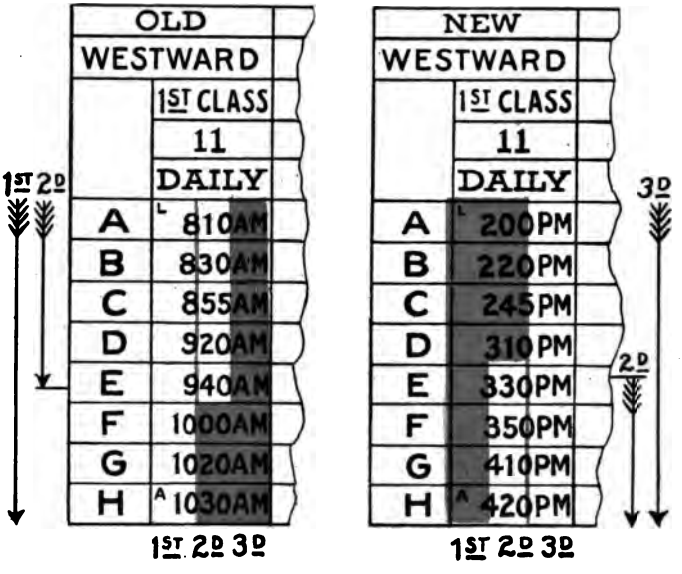
Q. If the opposing inferior train leaves H at 12:00 Noon, before arrival of second No. 11, and meets second No. 11 with no signals on the road waiting for time and did not discover it, in what position would this place the inferior train if they could not make A before 2:00 P. M.?

A. They would clear the time of No. 11 of the New and wait for second No. 11, a train they had previously met.

Schedules of the Old and New Time Tables Corresponding. Three Sections; the First Completing Run on the Old; the Second at an Intermediate Station at Time of Change; the Third Not Out of Initial Station

PLATE G 11

NEW TIME TABLE EFFECTIVE 12 NOON TODAY



QUESTIONS AND ANSWERS—PLATE G11

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there an authorized No. 11 on the Old at 12:00 noon today, the time of change?

A. Yes, provided No. 11 of the old is not fulfilled over entire run before 12:00 noon.

Q. If three sections of No. 11, A to H; first section reaches H before 12:00 Noon, second section reaches E and third is at A at 12:00 Noon, how should an opposing inferior train in the absence of orders be governed, leaving H?

A. Leave H at 12:00 Noon, keeping clear of the time of No. 11 on the New and looking out for the second and third sections at all stations.

Q. If they meet the second section at E (green signals), how should the opposing inferior train be governed?

A. Proceed as far as possible, clearing No. 11's schedule on the New until third and last section is met.

Q. How should second and third No. 11 be governed?

A. Second must wait at E until 3:30 P. M. and proceed, and third section leave A at 2:00 P. M.

Schedules of Old and New Time Tables Corresponding Every Day of the Week Except Sunday. Train of Saturday at Intermediate Station at the Time of Change, Sunday Morning

PLATE A13

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

SATURDAYS 13

ARRIVE 1201 AM

OLD WESTWARD	2D CLASS 13 DAILY
A	L 1000AM
B	1205 PM
C	200 PM
D	400PM
E	500PM
F	600PM
G	630PM
H	A 700PM

NEW WESTWARD	2D CLASS 13 DAILY EXCEPT SUNDAY
A	L 1100AM
B	100PM
C	300PM
D	500PM
E	600PM
F	700PM
G	730PM
H	A 800PM

SATURDAYS 13 ON NEW

LEAVE 1215 AM

12 HOURS LATE AT 800 AM SUNDAY

QUESTIONS AND ANSWERS—PLATE A13

Q. Do the schedules correspond in the six particulars Sunday?

A. No.

Q. Do they correspond in the six particulars any day in the week?

A. Yes; every day in the week except Sunday.

Q. What is the date of No. 13 leaving A at 10:00 A. M. *Saturday?*

A. *No. 13 of Saturday.*

Q. If on No. 13 of Saturday and at D by 12:01 A. M. Sunday, how late is No. 13 of Saturday under the Old at 12:01 A. M. Sunday?

A. Eight hours and one minute late.

Q. If No. 13 of the Old is 8 hours and 1 minute late at D at the time the New takes effect, not having been fulfilled beyond that point, is there an authorized No. 13 of Saturday at D at the time of change?

A. Yes.

Q. If there is a train No. 13 of Saturday at D at 12:01 A. M. Sunday, and ready to leave at 12:15 A. M., how may they proceed?

A. Proceed from D as No. 13 of Saturday of the New time table, 7 hours and 15 minutes late.

Q. Why may we consider No. 13 of Saturday of the New?

A. For the reason that there is an authorized No. 13 of Saturday of the Old at D at the time of change and No. 13's schedule of Saturday on the New not 12 hours late at D at 12:01 A. M. Sunday, the time of change.

If there is an authorized train on the Old at time of change, it matters not whether the corresponding number on the New of the same class, day of leaving, direction, initial and terminal stations is due to leave or not due to leave, or past due to leave, so long as it is not 12 hours late on the New at time of change.

Q. What time has No. 13 of Saturday on the New to make H within the 12-hour limit?

A. Has until 8:00 A. M. Sunday.

Q. If No. 13 of Saturday had not left A before 12:01 A. M. Sunday, could No. 13 of Saturday leave A under the New at or after 12:01 A. M. Sunday? If not, why?

A. No; because No. 13 of Saturday of the Old had been in effect at A, becoming 12 hours late before the New took effect, and there could not be two 13's of Saturday in effect at A.

Q. If No. 13 of Saturday had not been fulfilled out of B before 12:01 A. M. Sunday, could a No. 13 of Saturday run out of B on the New at 12:01 A. M. Sunday?

A. Yes, as No. 13's schedule of Saturday of the Old is only 11 hours 56 minutes late at B at 12:01 A. M. Sunday, the time of change, therefore we have a train authorized at 12:01 A. M., and No. 13 of Saturday of the New, 11 hours and 1 minute late, at 12:01 A. M., could leave B any time before 1:00 A. M. Sunday.

Q. If on an opposing inferior train ready to leave H any time before 8:00 A. M. Sunday, and No. 13 of Saturday not registered, could you proceed against them without orders?

A. No, as they have until 8:00 A. M. Sunday to reach H.

Schedules of Old and New Time Tables Corresponding Every Day of the Week Except Saturday. Train of Saturday at Intermediate Station at the Time of Change, Sunday Morning

PLATE B 13

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

SATURDAYS 13

AT D AT 1201 AM SUNDAY

OLD WESTWARD	2D CLASS 13 DAILY
A	L 1000AM
B	1205 PM
C	200 PM
D	400PM
E	500PM
F	600PM
G	630PM
H	^ 700PM

NEW WESTWARD	2D CLASS 13 DAILY EXCEPT SATURDAY
A	L 1100AM
B	100PM
C	300PM
D	500PM
E	600PM
F	700PM
G	730PM
H	^ 800PM

NO SATURDAY SCHEDULE TO ASSUME ON NEW

QUESTIONS AND ANSWERS—PLATE B13

Q. What days of the week do these schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Every day except Saturday.

Q. If No. 13 of Saturday of the Old is at D at 12:01 A. M. Sunday, how may they proceed and why?

A. Proceed only under train order, as there is no No. 13 of Saturday on the New to assume.

Q. Could No. 13 wait at D until 5:00 P. M. Sunday and proceed?

A. No; a train of one date cannot assume a schedule of another date, even though they are the same number, unless authorized to do so by train order.

Schedules of Old and New Time Tables Corresponding. Schedule of Old Twelve Hours Late Over Entire Run Before New Takes Effect. Time of New at Initial Station Later Than Time of Change

PLATE A15

NEW TIME TABLE EFFECTIVE 700 PM WEDNESDAY

OLD	
WESTWARD	
	1ST CLASS
	15
	DAILY
A	L 200AM
B	230AM
C	300AM
D	330AM
E	400AM
F	430AM
G	500AM
H	A 530AM

NEW	
WESTWARD	
	1ST CLASS
	15
	DAILY
A	L 800PM
B	830PM
C	900PM
D	930PM
E	1000PM
F	1030PM
G	1100PM
H	A 1130PM

NO. 15 OF WEDNESDAY
NOT FULFILLED ON THE OLD.

QUESTIONS AND ANSWERS—PLATE A15

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. If No. 15's schedule is fulfilled on the Old, Wednesday, could No. 15 run on the New, leaving *A at 8:00 P. M.* Wednesday?

A. No. If we had one No. 15 in effect Wednesday, we could not have another.

Q. If No. 15's schedule of the old were not fulfilled Wednesday, could No. 15 run on the new, leaving A at 8:00 P. M. Wednesday?

A. No; No. 15 of Wednesday having been in effect under the Old, even though no train ran on the schedule, it became 12 hours late over entire run, A to H, 1 hour and 30 minutes before the New took effect. Having had one No. 15 of Wednesday in effect, cannot have another.

Q. Then it is not necessary to run a train on a schedule to have it in effect?

A. No.

Q. When does No. 15 of the New first exist out of A?

A. 8:00 P. M. Thursday.

Q. If on an opposing inferior train ready to leave H at 11:30 P. M. Wednesday, 4 hours and 30 minutes after the New takes effect, and No. 15 of Wednesday does not appear on the register at H, would you leave against the figures of No. 15 of the New at H at 11:30 P. M., without orders?

A. Yes; at 5:30 P. M. Wednesday No. 15's schedule of Wednesday has been in effect over entire run.

Q. If No. 15 on the Old becomes 12 hours late at any station, could they wait until the New took effect at 7:00 P. M. and run on the New Wednesday, leaving on the times as printed in the New?

A. No; No. 15 of Wednesday of the Old lost both right and schedule at each station on the Old before the New took effect. A dead train cannot assume anything.

Schedules of the Old and New Time Tables Corresponding. Schedule of Old Unfulfilled at Time of Change and Eleven Hours and Fifty-Five Minutes Late at an Intermediate Station

PLATE B 15

NEW TIME TABLE EFFECTIVE 700 PM WEDNESDAY

OLD	
WESTWARD	
	1ST CLASS
	15
	DAILY
A	L 500AM
B	530AM
C	600AM
D	630AM
E	705AM
F	730AM
G	800AM
H	A 830AM

15 AT E AT 7 PM

NEW	
WESTWARD	
	1ST CLASS
	15
	DAILY
A	L 800PM
B	830PM
C	900PM
D	930PM
E	1000PM
F	1100PM
G	1115PM
H	A 1130PM

15 LEAVE E AT 10 PM

QUESTIONS AND ANSWERS—PLATE B15

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. If on an opposing inferior train ready to leave H at 11:30 P. M. Wednesday, and No. 15 of Wednesday does not appear on the register, would you leave H at 11:30 P. M. against the figures as shown on the New at H? If not, why?

A. No, as No. 15 of Wednesday of the Old had not been in effect or fulfilled over entire run prior to time New took effect at 7:00 P. M., the schedule of No. 15 of the New from E to H is in effect. No. 15's schedule of the Old being 11 hours and 55 minutes late at E at time of change would be authorized from E to H.

Q. Would it be possible to start a No. 15 on the New Wednesday from A, B, C or D? If not, why?

A. No; No. 15 had been in effect at A, B, C and D, having become 12 hours late under the Old before the New took effect at 7:00 P. M. Wednesday.

Q. When does No. 15 of Wednesday lose both right and schedule under the New between E and H?

A. When No. 15 of Wednesday is 12 hours late on the New Thursday morning.

Schedules of the Old and New Time Tables Corresponding.
Train Authorized on Old Thirty Minutes
Before New Takes Effect

PLATE A 17

NEW TIME TABLE EFFECTIVE 1130 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 1100AM
B	1201PM
C	100PM
D	200PM
E	300PM
F	400PM
G	500PM
H	A 600PM

NEW	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 800AM
B	900AM
C	1000AM
D	1100AM
E	1201PM
F	100PM
G	200PM
H	A 300PM

QUESTIONS AND ANSWERS—PLATE A17

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there a train authorized on the Old at time of change—11:30 A. M. Sunday?

A. Yes; if schedule had not been fulfilled out of A on the Old before 11:30 A. M., they would have been authorized at A for 30 minutes at time of change, and No. 17 could leave A on the New at 11:30 A. M., three hours and thirty minutes late, otherwise they were authorized between A and B at 11:30 A. M. and No. 17 of Sunday could continue on their run under the New time table, keeping clear of superior trains.

Schedules of the Old and New Time Tables Corresponding. Schedule of the Old Not Authorized by Two Hours at Time New Takes Effect. Daily Trains but No Schedule Existing on Day of Change

PLATE B17

NEW TIME TABLE EFFECTIVE 900 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 1100AM
B	1201PM
C	100PM
D	200PM
E	300PM
F	400PM
G	500PM
H	A 600PM

NEW	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 800AM
B	900AM
C	1000AM
D	1100AM
E	1201PM
F	100PM
G	200PM
H	A 300PM

NO AUTHORIZED NO. 17 AT TIME OF CHANGE
LAST NO. 17 ON THE OLD, SATURDAY
FIRST UNDER THE NEW, MONDAY

QUESTIONS AND ANSWERS—PLATE B17

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. They both run daily. May we run a No. 17 on Sunday, the day of change? If not, why?

A. No; although alike in the six particulars, there is not a train authorized on the Old at time of change, therefore nothing on the Old to assume the corresponding number on the New. No. 17 on the New becomes a new schedule of the New time table, and does not exist out of A until 8:00 A. M. Monday.

Q. How much was No. 17 of the Old short of authorization at time of change—9:00 A. M. Sunday?

A. Two hours.

Q. What was the last No. 17 existing out of A on the Old?

A. No. 17 of Saturday.

Schedules of the Old and New Time Tables Corresponding. Schedule of the Old Not Authorized by One Minute at Time New Takes Effect. Daily Trains but No Schedule Existing on Day of Change

PLATE C17

NEW TIME TABLE EFFECTIVE 900 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 901AM
B	930AM
C	945AM
D	1015AM
E	1045AM
F	1115AM
G	1145AM
H	A 1215P.M

NEW	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 859AM
B	925AM
C	950AM
D	1010AM
E	1040AM
F	1110AM
G	1140AM
H	A 1210PM

QUESTIONS AND ANSWERS—PLATE C17

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Have we a train authorized on the Old at 9:00 A. M. Sunday, the time of change?

A. No.

Q. How much is No. 17 of Old short of authorization at 9:00 A. M. Sunday?

A. One minute.

Q. Is there a No. 17 on Sunday?

A. No; the conditions are the same as in B17.

Schedules of the Old and New Time Tables Corresponding. Train Authorized on the Old One Minute Before the New Takes Effect

PLATE D 17

NEW TIME TABLE EFFECTIVE 900 AM SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 859AM
B	925AM
C	950AM
D	1010AM
E	1040AM
F	1110AM
G	1140AM
H	A 1210PM

NEW	
WESTWARD	
	1ST CLASS
	17
	DAILY
A	L 901AM
B	930AM
C	945AM
D	1015AM
E	1045AM
F	1115AM
G	1145AM
H	A 1215PM

QUESTIONS AND ANSWERS—PLATE D17

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Is there a train authorized on the Old at 9:00 A. M. Sunday, the time of change? If so, how long have they been authorized?

A. Yes; been authorized one minute.

Q. Is there a No. 17 on Sunday, the day of change?

A. Yes. No. 17 could leave A Sunday.

Schedule of the Old Due to Leave Monday, Wednesday and Friday; on the New, Tuesday, Thursday and Saturday. New in Effect 12:01 A. M. Sunday

PLATE A 19

NEW TIME TABLE EFFECTIVE 1201 AM SUNDAY

OLD		
WESTWARD		
	1ST CLASS	
	19	
	MON. WED. FRI.	
A	L 800AM	
B	855 AM	
C	1000 AM	
D	1100AM	
E	1201 PM	
F	100PM	
G	200PM	
H	A 230P.M	

NEW		
WESTWARD		
	1ST CLASS	
	19	
	T THURS. S T.	
A	L 800 AM	
B	905AM	
C	1020AM	
D	1120AM	
E	1220PM	
F	120P	
G	220PM	
H	A 330PM	

QUESTIONS AND ANSWERS—PLATE A19

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what do they fail to correspond?

A. Day of leaving. Every day they are scheduled to run on the Old they do not run on the New. Every day they are scheduled to run on the New they do not run on the Old.

Q. What is the last No. 19 that exists on the Old and the first on the New?

A. 8:00 A. M. Friday on the Old and 8:00 A. M Tuesday on the New.

Schedule of the Old Due to Leave Monday, Wednesday and Friday; on the New, Tuesday, Thursday and Saturday. New in Effect at 12:01 A. M. Saturday

PLATE B 19

NEW TIME TABLE EFFECTIVE 1201 AM SATURDAY

OLD	
WESTWARD	
	1ST CLASS
	19
	MON. WED. FRI.
A	L 800AM
B	855 AM
C	1000 AM
D	1100AM
E	1201 PM
F	100PM
G	200PM
H	A 230PM

NEW	
WESTWARD	
	1ST CLASS
	19
	TUES. THURS. SAT.
A	L 800 AM
B	905AM
C	1020AM
D	1120AM
E	1220PM
F	120PM
G	220PM
H	A 330PM

QUESTIONS AND ANSWERS—PLATE B19

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what do they fail to correspond?

A. Day of leaving.

Q. When does the last No. 19 exist out of A on the Old and the first on the New?

A. 8:00 A. M. Friday on the Old and 8:00 A. M. Saturday on the New.

Schedule of the Old Due to Leave Monday, Wednesday and Friday; on the New, Tuesday, Thursday and Saturday; New in Effect at 12:01 A. M. Friday

PLATE C19

NEW TIME TABLE EFFECTIVE 1201 AM FRIDAY

OLD	
WESTWARD	
	1ST CLASS
	19
	MON. WED. FRI.
A	L 800AM
B	855AM
C	1000AM
D	1100AM
E	1201 PM
F	100PM
G	200PM
H	A 230PM

NEW	
WESTWARD	
	1ST CLASS
	19
	TUES. THURS. SAT.
A	L 800 AM
B	905AM
C	1020AM
D	1120AM
E	1220PM
F	120PM
G	220PM
H	A 330PM

QUESTIONS AND ANSWERS—PLATE C19

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what do they fail to correspond?

A. Day of leaving.

Q. When does the last No. 19 exist out of A on the Old and the first on the New?

A. 8:00 A. M. Wednesday on the Old and 8:00 A. M. Saturday on the New.

Schedule of the Old Due to Leave Saturday Only; on the New, Sunday Only

PLATE A21

NEW TIME TABLE EFFECTIVE 1201 AM FRIDAY

OLD	
WESTWARD	
	1ST CLASS
	21
	SATURDAY ONLY
A	L 800AM
B	855 AM
C	1000 AM
D	1100AM
E	1201 PM
F	100PM
G	200PM
H	A 230PM

NEW	
WESTWARD	
	1ST CLASS
	21
	SUNDAY ONLY
A	L 820 AM
B	905AM
C	1020AM
D	1120AM
E	1220PM
F	120PM
G	220PM
H	A 330PM

QUESTIONS AND ANSWERS—PLATE A21

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No; not the same day of leaving.

Q. When does the last No. 21 exist out of A on the Old and the first on the New?

A. 8:00 A. M. on the Old, the last Saturday preceding Friday, the day of change; 8:20 A. M. on the New, the first Sunday following Friday, the day of change.

Schedule of the Old With No Corresponding Schedule on the New

PLATE A25

NEW TIME TABLE EFFECTIVE 1000 AM SUNDAY

OLD			NEW		
WESTWARD			WESTWARD		
	1ST CLASS				
	25				
	DAILY				
A	L 700AM		A		
B	730AM		B		
C	800AM		C		
D	830AM		D		
E	900AM		E		
F	930AM		F		
G	1000AM		G		
H	A 1030AM		H		

OPPOSING INFERIOR TRAIN

QUESTIONS AND ANSWERS—PLATE A25

Q. As there is no schedule on the New corresponding as required, what becomes of the schedule of No. 25 of the Old at 10:00 A. M. Sunday?

A. The schedule of No. 25 of Sunday does not exist after 10:00 A. M. If a train No. 25 is on the road it can only proceed as authorized by train order, after 10:00 A. M.

Q. If on an opposing train holding a meet with No. 25 of Sunday, how should they be governed after 10:00 A. M.?

A. Proceed on their run, as there is no No. 25 on the New to meet.

Schedules of Old and New Corresponding With Change of Route

PLATE A27

NEW TIME TABLE EFFECTIVE 1200 NOON SUNDAY

OLD	
WESTWARD	
	1ST CLASS
	27
	DAILY
A	L 1000AM
B	1040AM
C	1120AM
D	1140AM
E	1200 NOON
F	1240 PM
G	120PM
H	A 200PM

NEW	
WESTWARD	
	1ST CLASS
	27
	DAILY
A	L 1000AM
B	1040AM
C	1120AM
I	1140AM
J	1200 NOON
K	1240PM
G	120PM
H	A 200PM

SAME DIVISION (OR SUB-DIVISION)

QUESTIONS AND ANSWERS—PLATE A27

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. Yes.

Q. Although of different routes over part of the division (or subdivision), No. 27 on both Old and New are moving westward, are they not?

A. Yes.

Q. Would you regard No. 27 under the New via J, after 12:00 Noon, the same as if they were scheduled via J on both Old and New?

A. Yes; the schedules correspond as required by the rule, and the New may be assumed at any station between A and C inclusive.

Q. If on No. 27 of the Old at D, E or F at 12:00 Noon, the time of change, is it possible to comply with the rule and assume the schedule of the New at I, J or K?

A. No; it would be physically impossible.

Q. How should No. 27 be governed after 12:00 Noon if at D, E or F?

A. Be governed by train orders.

Q. If moved by train orders from D, E or F to G, could the train which was No. 27 under the Old assume the New No. 27 at G? If so, how?

A. Yes; by train order only.

Q. May a train assume a schedule at an intermediate station without a train order to do so?

A. No; only at its initial station.

Q. If on No. 27 of the Old at A, B or C at 12:00 Noon, may the schedule of No. 27 on the New be assumed?

A. Yes.

Q. After assuming the schedule of No. 27 of the New at A, B or C, may No. 27 proceed to H via J?

A. Yes.

Q. If on an opposing inferior train leaving H under the New before the arrival of No. 27, would you regard No. 27's schedule of the New between H and A via J?

A. Yes.

Q. If on an opposing inferior train at J at 12:00 Noon, the time of change, would you regard No. 27's schedule on the New from J to A?

A. Yes; they correspond in the six particulars as required by the rule, and there is a train authorized on the Old time table at time of change.

Schedules of the Old and New With Different Initial Stations. Schedule of the New With Initial Station on a Branch Line or Diverging Route

PLATE A 29

SAME DIVISION (OR SUB-DIVISION)

NEW TIME TABLE EFFECTIVE 1000 AM SUNDAY

MAIN LINE A TO H

OLD	
WESTWARD	
	1ST CLASS
	29
	DAILY
A	L 810AM
B	825AM
C	840AM
D	855AM
E	915AM
F	935AM
G	955AM
H	A 1020AM

NEW	
WESTWARD	
	1ST CLASS
	29
	DAILY
I	1005AM
J	1015AM
K	1025AM
D	1035AM
E	1055AM
F	1115AM
G	1135AM
H	A 1150AM

MAIN LINE D TO H

BRANCH LINE I TO D

JCT. STATION D

QUESTIONS AND ANSWERS—PLATE A29

Q. Do the schedules correspond in number, class, day of leaving, direction, initial and terminal stations?

A. No.

Q. In what do they fail to correspond?

A. Initial station.

Q. Although No. 29 of the New is not due to leave its initial station I until after the New time table takes effect, does No. 1 of the New exist as a new schedule on the day of change? If not, why?

A. No; the last paragraph of Rule 4 states that not more than one schedule of the same number and day shall be in effect on any division (or subdivision).

Q. As there is no schedule on the New corresponding in initial station, therefore nothing on the New to assume, has not a No. 29 been in effect on the Old at time of change?

A. Yes.

Q. Does No. 29 of the New exist out of I at 10:05 A. M. Sunday, 5 minutes after the New takes effect? If not, why?

A. No; there has been one No. 29 in effect on Sunday during the existence of the Old time table, and cannot have another on that day.

Q. If No. 29 could leave I at 10:05 A. M. Sunday on the New, and an opposing inferior train had met a No. 29 of Sunday on the Old at any station between H and D, what would be the result?

A. The opposing inferior train could meet another train of the same number and date, and this would be a violation of the rule.

A Time Table With Two Subdivisions. A Schedule on New Time Table With None Corresponding on the Old, Due to Leave Initial Station on Subdivision No. 2 Before Due to Leave Initial Station on Subdivision No. 1

PLATE A 55

DIVISION A

TIMETABLE EFFECTIVE 1201 AM SUNDAY

Sub-Div. No. 1.		
WESTWARD		
	1ST CLASS	
	55	
	DAILY	
A	L 1000 PM	
B	1050 PM	
C	1130 PM	
D	1215 AM	
E	100 AM	
F	145 AM	
G	220 AM	
H	A 310 AM	

Sub-Div. No. 2		
WESTWARD		
	1ST CLASS	
	55	
	DAILY	
H	L 315 AM	
I	400 AM	
J	445 AM	
K	530 AM	
L	620 AM	
M	700 AM	
N	730 AM	
O	A 800 AM	

NO NUMBER 55 ON THE OLD

QUESTIONS AND ANSWERS—PLATE A55

Q. On this time table how many subdivisions are there?

A. Two.

Q. Is it understood that there is no No. 55 on the Old corresponding in the six particulars?

A. Yes.

Q. Time table effective 12:01 A. M. Sunday; when does No. 55 exist at A for the first time?

A. At 10:00 P. M. Sunday, the day of change.

Q. When is No. 55 first due to leave H on subdivision No. 2?

A. At 3:15 A. M. Sunday, the day of change.

Q. Why does No. 55 exist out of H at 3:15 A. M. Sunday, 18 hours and 45 minutes before they exist out of A?

A. Subdivision No. 2 must be considered a separate railroad from subdivision No. 1, so far as the movement of trains is concerned, and No. 55 may leave its initial station H on subdivision No. 2 at its first leaving time after the New time table takes effect.